

Welcome to the 17 Avenue S.E. Corridor Study Open House



Ask us about the study! Our team will be happy to talk with you about it. It will take about 10 minutes.

You can also provide input at calgary.ca/17avestudy.

Project purpose & goals

The City is conducting a transportation study on 17 Avenue S.E., between Stoney Trail and the east city limit (116 Street S.E.), to identify what the road will look like in the next 10-30 years.



17 Avenue S.E. provides an important regional connection between Calgary and Chestermere. It is also identified in the Calgary Transportation Plan as part of the Primary Transit and Primary Cycling Networks.

Outcome:

The study will result in a staged concept plan (short-, medium- and long-term) for all transportation modes (walking, cycling, taking transit and driving).

The concept plan will identify:

- Required land (right-of-way)
- Traffic lanes
- Transit, bus rapid transit (BRT) and light rail transit (LRT) accommodation
- Connectivity for all road users
- Goods movement (truck traffic)
- Access to and from the corridor
- Walking and cycling facilities



Planning for future growth

Today this part of 17 Avenue S.E. is largely undeveloped, but the Belvedere Area Structure Plan estimates this area will house 61,000 people and 9,700 jobs in the future.

17 Avenue S.E. will be a liveable street focusing on travel modes that enable social interaction (walking, cycling and transit). It will be a destination as well as a route for travel, such as 4 Street S.W.

These images illustrate what 17 Avenue S.E. could look like in the next 10-30 years.



Sourced from: NACTO (National Association of City Transportation Officials)

Future land uses in the Belvedere Area Structure Plan





What we've heard so far





How will the preferred option be selected?

The team will use the evaluation framework and your input to determine the best option for the corridor.

Once the preferred option has been selected, the project team will also work with stakeholders at a workshop in the spring to make final improvements before finalizing the recommendation.

Evaluation Framework

Category	Considerations
Pedestrian Environment and Public Realm	<ul style="list-style-type: none"> • Width of sidewalk and street crossing distance • Opportunities for social activity within the corridor and integration with natural features
Cycling Facilities	<ul style="list-style-type: none"> • Width and degree of physical protection from vehicles
Transit Integration	<ul style="list-style-type: none"> • Community connectivity to support ridership
Vehicle and Parking Accommodation	<ul style="list-style-type: none"> • On-street parking helps businesses & helps to slow traffic • No parking provides more space for walking/cycling, or reduces street crossing distance • Create transportation infrastructure to accommodate continuous traffic flow
Goods Movement	<ul style="list-style-type: none"> • Allowing opportunities/spaces for loading and unloading trucks
Cost	<ul style="list-style-type: none"> • Construction and maintenance cost estimates
Social/Environmental	<ul style="list-style-type: none"> • Wetland and construction impacts

What has been decided?

Some decisions about the corridor have already been made. 17 Avenue S.E. will have:

- Two-vehicle lanes in each direction
- Median (middle) transitway
- On-street parking in the Urban Boulevard, and no on-street parking in the Parkway
- Cycling and transit facilities as part of Primary Transit and Primary Cycling Networks

There are several factors influencing how 17 Avenue will look in the future:

Road classification

17 Avenue S.E. is classified as a Parkway from Stoney Trail to 100 Street S.E., and as an Urban Boulevard from 100 Street S.E. to the eastern City Limit.

Urban Boulevards prioritize the movement of pedestrians, cyclists and transit vehicles above cars. *Parkways* also focus on accommodating people who walk and bike and integration with adjacent natural areas.

Land Use

This area will house 61,000 people and 9,700 jobs in the future.

Continuity

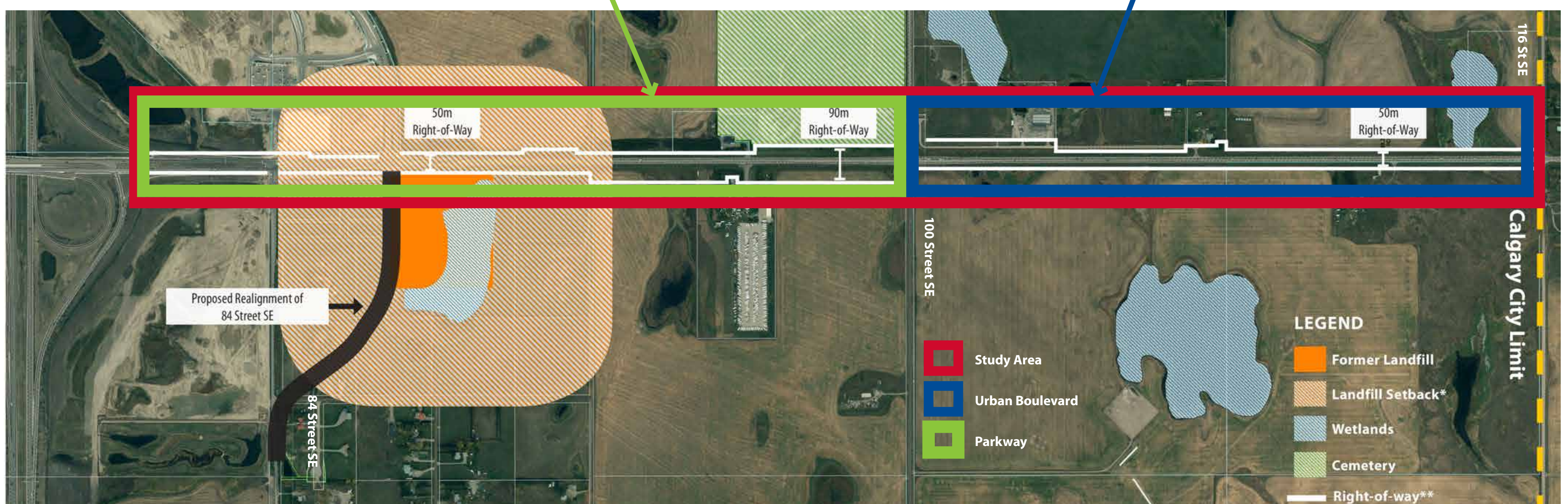
Studies east and west of the study area have been completed. It is important for this study's recommendations to bridge the transportation requirements identified in the other plans on either side.



OFFICE AND EMPLOYMENT LAND USE



COMMERCIAL AND HIGH-DENSITY RESIDENTIAL LAND USE

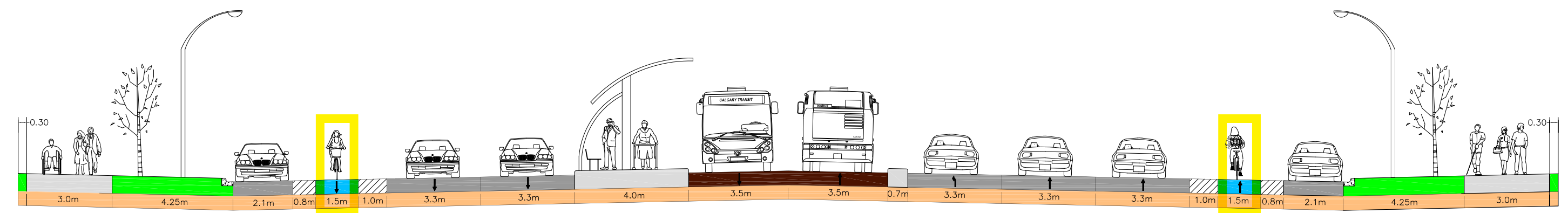


Which option do you prefer?

We need your feedback on the type of cycling facility for 17 Avenue S.E. in the future. Please have a look at the highlighted cycling facilities and tell us what you think.

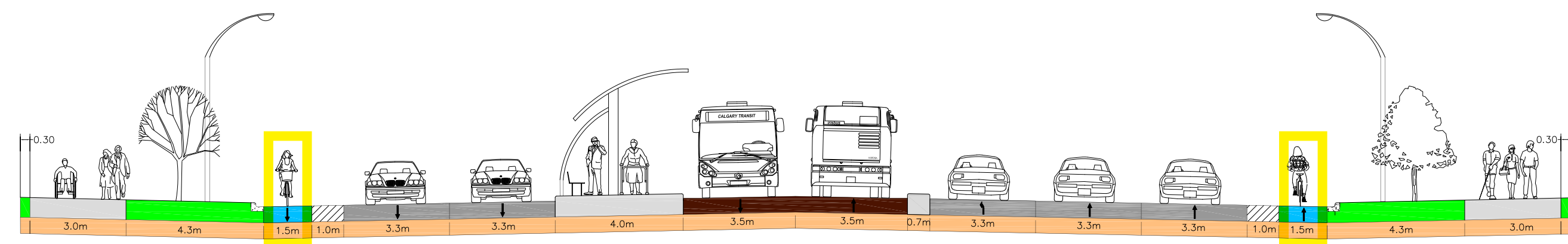
OPTION 1 Buffered Bike Lane

Urban Boulevard



OPTION 1 URBAN BOULEVARD TYPICAL CROSS SECTION 54.1m

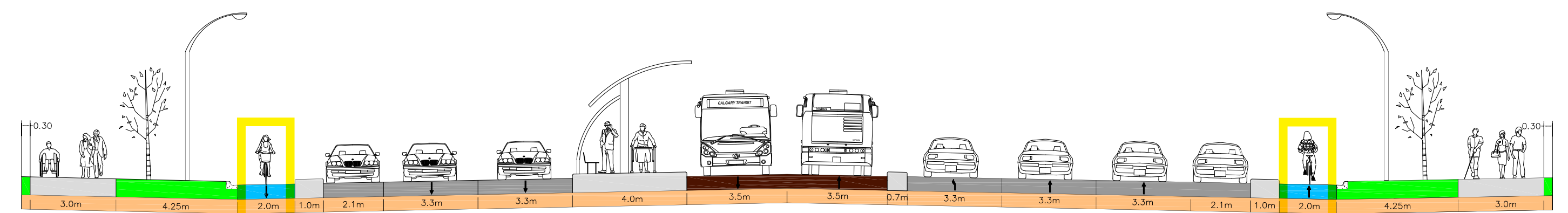
Parkway



OPTION 1 PARKWAY TYPICAL CROSS SECTION 48.4m

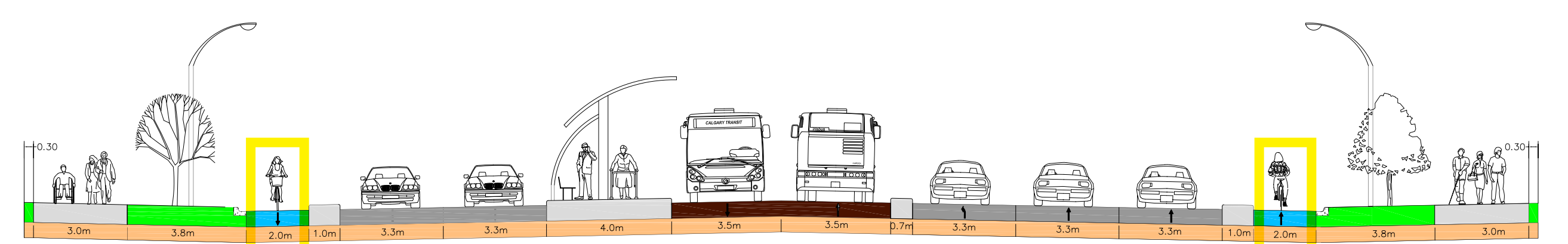
OPTION 2 Cycle Track

Urban Boulevard



OPTION 2 URBAN BOULEVARD TYPICAL CROSS SECTION 53.5m

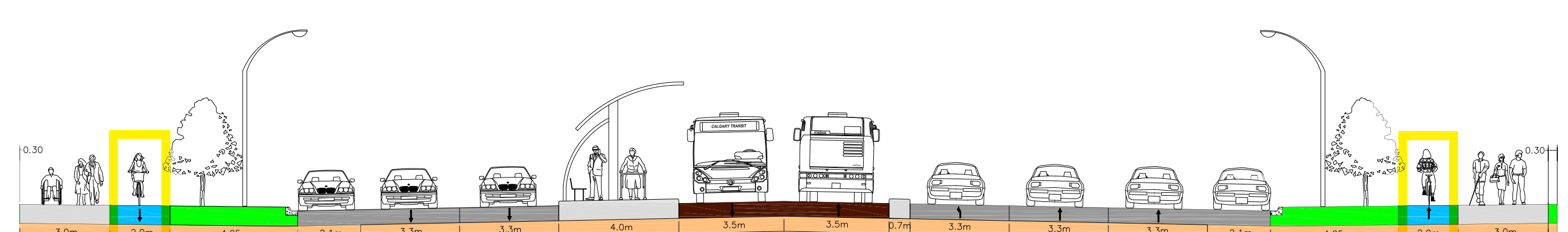
Parkway



OPTION 2 PARKWAY TYPICAL CROSS SECTION 48.4m

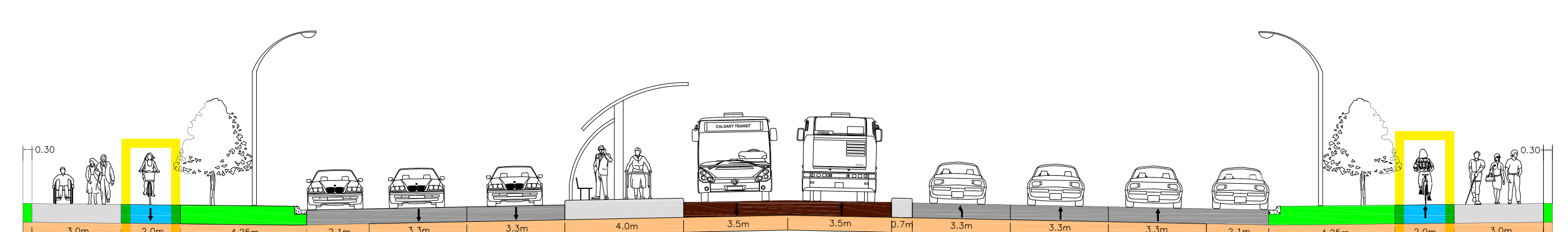
OPTION 3 Raised Cycle Track

Urban Boulevard



OPTION 3 URBAN BOULEVARD TYPICAL CROSS SECTION 51.5m

Parkway



OPTION 3 URBAN BOULEVARD TYPICAL CROSS SECTION 51.5m



Next steps

- Review and analyze your input
- Evaluate options using technical analysis, public input and cost to determine a preferred option
- Meet with stakeholders to make final improvements to the preferred option
- Report back to the public in spring 2016 on the preferred option
- Present the preferred option to Council



Thank you for coming!

We appreciate
your feedback.

Please visit:

calgary.ca/17avestudy

to fill out an online
feedback form and
stay informed.